



MEETING RECAP

VISION 2050 SAN ANTONIO INTERNATIONAL AIRPORT MASTER PLAN COMMUNITY ADVISORY COMMITTEE

Date: Tuesday, February 22, 2010

Location: TriPoint YMCA

Subject: Vision 2050 San Antonio International Airport Master Plan

The meeting was convened at: 1:30pm

Attendees:

Community Advisory Committee members:

Wayne Alexander, Port San Antonio
Marco Barros, San Antonio Tourism Council
Stephanie Bocanegra, San Antonio Water System
Michael Meek, New Braunfels Chamber of Commerce
Ken Mitts, Texas A&M San Antonio
Toni Moorhouse, City of San Antonio District 3 appointee
Liz Worley, Hill Country Village

Representing the San Antonio International Airport:

Richard Johnson, Public Relations Director
Kimberly Coleman, Contracts Coordinator

Representing the project team:

Larry Bauman, AECOM
Elliott Lindgren, AECOM
Holland Young, Jacobs Consultancy
Julie Gueho, Jacobs Consultancy
Michael Gallis, Gallis and Associates
Stephen Van Beek, Eno Transportation Foundation
Stuart Hoevelman, Sunland Group
Brian Nasky, Sunland Group



Jeff Coyle, KGBTexas
Will Ellis, KGBTexas
Chloe Ochse, KGBTexas

Introduction:

1. Larry Bauman, project manager for AECOM, opened the meeting and thanked the committee members for their participation.
2. Committee members went around the room and introduced themselves
3. Larry Bauman presented the meeting agenda:
 - The aviation industry and SAT's place within it
 - Policy trends and the implications for SAT
 - Financial and operational benchmarking
 - Development constraints and opportunities
 - Facility requirements
 - Goals and objectives
 - Use of goals and objectives in alternatives evaluation
 - Conclusions and next steps
4. The project team delivered a power point that is available on the project web site: www.sanantonio.gov/aviation

Round table discussion:

Following the presentation, committee members offered the following observations and questions regarding San Antonio International Airport and the Vision 2050 Master Plan.

- How is growth measured and projected?
 - Growth is measured based on demographic data and trends.
 - These resources also capture local anomalies, such as the convention celebrating the 75th Anniversary of Alcoholics Anonymous and the National Dental Association convention, both of which are new to San Antonio.
- Why aren't there numbers from December, when so many are traveling between Mexico and San Antonio, included in the slide on traffic?



- This December 2009 data is not available yet. We do and will continue to use the most up-to-date information and data to reference during this process.
- Regarding an alternative airport for displacing (general aviation) GA activity, why is Stinson the only possibility mentioned in the airport master plan? What about alternatives GA airports outside the city, like in Seguin or New Braunfels?
 - Stinson is used as an example. The FAA designates Stinson as SAT's GA reliever airport. Currently, all airports in the San Antonio region are potential alternatives for accommodating diverted GA traffic. There are other state and regional aviation plans that address GA traffic from a system perspective.
- Can there be a transit system developed to support remote parking or check-in?
 - We are looking at alternatives, but one of the primary strengths of this airport is the convenience factor.
 - Unlike many airports of comparable size, the San Antonio airport accommodates a large number of enplanements while keeping the facility 'user-friendly'.
- When the airport master plan discusses expanding beyond the boundaries of the airport, what type of land uses are in the "opportunity" parcels?
 - Light industrial and commercial.
- Is utility infrastructure in place to handle this expansion?
 - Yes. The existing utilities can support this expansion.
- What about the findings from the previous master plan?
 - We used the previous master plan (1998) as a research platform for this one. We looked back at the relevant issues for that master plan to see the changes that have occurred and to see how the previous master plan affected other transportation and cargo hubs.
- What is the process for moving airport master plan forward?
 - All the information collected from our research and these committee meetings will be compiled, analyzed and discussed in advisory sessions. The progression of all the elements of the airport master plan will be presented to the committees through out the process.

**Conclusion:**

Larry Bauman discussed the project's next steps, including completing the solutions effort to identify development alternatives through 2030 and examining the financial aspects of future development.

The next round of committee meetings will be held in April or May, with the final committee meetings scheduled for November or December. The master plan analysis will be complete by the end of 2010. Committee members may email additional questions and comments to Vision2050@kgbtexas.com.